

expense. This morning he notified us that

the eastward, which proved to be the

Charybdis from Aberdeen Docks; and this afternoon about 3 p.m. he directed attention to the Lyceum-Panor. Pass, and then hauled the signal down, no ship of war having at that time favored us with a visit from that direction. If he had seen the numbers of painting and perspiring ship-chandlers, compradores, tailors, shoemakers, reporters, and government officials, whom his waggish tricks caused to rush about the Praya, under a scorching sun, he would have paused ere he hoisted the false signals which raised equally false expectations amongst so mild and zealous a set of men. The *Mooren* put in an appearance at about 5.30 p.m. and the *Groveler* at 6.30. Surely these are not the vessels he referred to?

SOMETHING should be done to compel the owners of steam-ferries to keep their advertised time of departure. We have heard many complaints of the truly Chinese manner in which this business is conducted. Nearly all the launches—except perhaps

Buxco's—leave either before or after the appointed hours, to the no small inconvenience and loss of time of many residents, both Chinese and foreigners. If the requisite number of passengers are on board, off they steam, sometimes a quarter of an hour before the time; they are not so much to

blame for this, as, even if they waited, the law would not permit them to carry more than one witness. But they should at least give notice of their intention to follow this rule. It is the other annoyance which is more aggravating, viz., their persistently waiting sometimes for half an hour after the

advertized time, in order to pick up a stray passenger or two. These matters are regulated better at home, and there is no reason why people who profess to cater for the public should not be compelled to study the public time and convenience. We can well remember the consequences of a Canton

steamer having left a few minutes before the appointed hour: when the "Galliard Richard" flourished his chronometer in the faces of a British Jury. The launch of Kowloon from Peddar's Wharf might have been taken as a pattern by the others.

The situation of the Ceylon Navigation Company, says the *Ceylon Times* of the 24th May, has tempted a number of Liverpool capitalists to set on foot a rival company, and the "Asiatic Steam Navigation Company" has been registered in Liverpool, with a capital of £800,000, £10 shares, for the purpose of carrying on the general business of a Steam Navigation Company, and of a Marine Insurance Com-

The following passengers have been booked for the Far East:—

Per P. and O. steamer *Hydaspes*, from Southampton, May 16.—To Hongkong, J. C. Fleuley, Lieut. H. J. Oldfield, to Shanghai; Mr W. Warry, Mr T. L.

Per P. and O. steamer *Indus*, from Southampton May 30.—From Venice to Shanghai: Mr Lazarus.

Per Messageries Maritimes steamer *Amzone*, from Marseilles, May 19.—To Hongkong: Mr and Mrs Elwell.

Per Messageries Maritimes str. *Djemna*, from Marseilles, June 8.—To Yokohama, Prince Ogasawara, H. E. Kavn Enour.

RETURN of Visitors to the City Hall Library and Museum for the week ending 12th June, 1878.—		
	European.	Chinese.
Thursday, June 8th,	67	250
Friday, 9th,	64	319
Saturday, 10th,	79	245

Saturday,	8th,	19	500
Sunday,	9th,	62	500
Monday,	10th,	Holiday.	
Tuesday,	11th,	77	435
Wednesday,	12th,	86	485
	Totals,	434	1,834
	Grand total, 2,268.		

Police Intelligence.
(Before C. V. Creagh, Esq.)
June 14, 1878.

LARCENY.
Lau Alai, boat builder, was sent to two weeks' hard labour for stealing a pair of shoes, the property of Mr Harrold, Chief Engineer steamship *Kiukiana*.

UNLAWFUL POSSESSION.
Cheung Akai and Cheung Afuk were sent to two months' hard labour, in default of a fine of \$10 each, for being found in possession of a large quantity of opium.

unlawful possession of some pieces of copper which had been stripped off H. M. *Charybdis* at Aberdeen Dock.

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DEUSEKENNESS

William Edey, seaman unemployed, was fined 20 cents for being drunk and insubordinate.

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CORRESPONDENCE

To the Editor of the "China Mail"
Hongkong, June 14, 1878.
Sir,—I am surprised to find that if
"Foreign Seaman" (United States) dies
in this Colony, the Cemetery fees are Six
Dollars, while another "Foreign Seaman"
dies, if his nationality be English,
charged *Twenty-five Cents*.

Does not this look as if the authorities by becoming "natives" learn the Chinese knowledge of

How to Squash

P. S.—What do "natives" pay for a privilege of inurement?

ARRIVAL OF THE ENGLISH MAIL.

The P. & O. Co's steamship *Tehran*, Captain A. H. Johnson, with the London mail of the 10th May, arrived here this morning.

TELEGRAMS.

(Straits Times Extra.)

Constantinople, June 5.—The Russian Military authorities have again called upon the Turkish Government to surrender the fortresses.

(From Indian Papers.)

London, May 25.—Sir Stafford Northcote in the House of Commons said that some of the Indian revenue would be devoted to the expenses of the Indian contingent.

London, May 25.—A Cabinet Council has been summoned for to-day, when it is expected that the Government will resolve on bringing the negotiations to a decisive issue, inasmuch as it is believed that the Russian proposals are final. Prince Gortschakoff's health is worse. Consols 8½.

Zaden, May 26.—The *Trinacria* parted with her bugle in a gale off Jeddah. The *Kiangning* has left Zaden in search. Constantinople, May 26.—Mahmoud Damad has been appointed Minister of War. The Russians are advancing again slightly towards Constantinople. The Austrians, in accordance with amicable arrangements, have occupied the fortress of Adakliessi, on the Danube.

London, May 27.—A Cabinet Council is announced for to-day to discuss Count Schouvaloff's proposal. It is reported that the difficulty about placing the whole of the *San Stefano* treaty on the table at the Congress has been surmounted and that the Congress will probably meet on the 11th of June.

London, May 28.—To-day's *Times* strongly advocates an English protectorate for the Asiatic provinces of Turkey, in order effectually to guide and support the Porte in carrying out internal reforms. A great rise has taken place in Egyptian stocks in consequence of rumors that a leading financial establishment will undertake to farm the taxes of Egypt.

London, May 28.—The London papers assume that peace will be maintained. The rumor that Congress will meet on the 11th of June has been substantially confirmed. Prince Bismarck will preside, and the Marquis of Salisbury, Count Schouvaloff and Count Andreyev will attend. The naval preparations at Chatham have been relaxed. In the House of Commons last night, Sir Geo. Campbell moved for a Select Committee on the cost of Indian troops outside India. The Secretary of State for War demurred to the appointment of a Committee, but assented to the motion. The motion was negatived. After an animated debate, the House of Commons, in committee of supply, voted the extraordinary expenditure on account of the Indian contingent. The latest news from the Cape states that sharp and continuous fighting is going on, and that the British are steadily successful. The rumors of imminence of a rupture between Germany and China is false. Consols 97.

Vienna, May 28.—Count Andreyev to-day declared to the Austro-Hungarian delegation that even if the Congress should succeed, complications were to be apprehended in consequence of the changes of frontier.

Constantinople, May 28.—Ruchdi Pacha has been appointed Grand Vizier, replacing Sadyk Pacha. The Russian troops are falling back.

London, May 28.—Consols, 97½. Rents, 111. Bar Silver, 53½.

The 11th of June has been suggested to the Powers as the date for the Congress meeting, but the date is yet undecided pending the issue of formal invitations.

Vienna, May 29.—Count Andreyev, in speaking to the Delegation, said that the territory remaining to Turkey must be secured. He objected to two years' occupation by the Russians of Bulgaria and Roumania, and was in favour of developing the Christian population of Turkey, but objected to the severance of Austria's natural communication with the East.

London, May 30.—The London papers are less sanguine concerning the negotiations proceeding between Count Schouvaloff and the British Government, but nevertheless the meeting of the Congress is expected. The programme of the Congress will be to determine the general basis of the treaty of peace, and to make arrangements for its execution, and the creation of local committees to settle the line of demarcation and other details subsequent to the Congress. The Ambassadors of the Powers at Constantinople will appoint the committees, and will direct and revise their labours. The London papers are discussing the *Times* protectorate scheme, which the *Daily News* attributes to Lord Beaconsfield, and ridicules. English harvest prospects are unfavourable. The wheat crop has been partially damaged by excessive rains. Consols still rising.

Bombay, May 29.—*Times* of India has a telegram from London stating that Mrs. Bagot, the widow of the Australian millionaire, has succeeded in upsetting her husband's will on the grounds of undue influence of mind, and undue influence. The Judge expressed himself strongly with reference to imputations made on her personal character. The trial has created the greatest excitement at home for the last three weeks.

Martinsburg, April 15.—We hear from Heidelberg (through the courtesy of Messrs Ballance and Woodliff), that 500 armed Hottentots were present at the meeting at Doornfontein on the 4th instant. Memorials against annexation with 6,000 signatures were put in. Had it not been for the prohibitory notice issued by Messrs. Pretorius, Kruger and Viljoen, 4,000 Hottentots would have been present. The proceedings passed off quietly. Messrs. P. Kruger and F. Joubert were appointed a deputation to proceed against Europe to plead against annexation. 28,000 Europeans to the spot to cover expenses. Mr. Burgers' protest to be signed upon. The Hottentots are bent upon securing their independence. Moderate counsels policy lately prevailed, of an anarchic policy might have been adopted. A deputation of three has been appointed to confer with Sir T. Shepstone, upon whose attitude it will depend how matters will turn. The European deputation will leave in about forty days. Mr. Pretorius and Kruger have left for England to point out the border line. The Hottentots were much excited, but the powers adopted will serve to keep them quiet.

(L. and C. Express, May 10th.)

Latest Mail Advertis.—Yokohama Mar. 28, Shanghai 29, Foochow 24, Hong Kong April 4.—The P. & O. mail from Yokohama 19th, Shanghai 22nd, Hong Kong 28th March, Singapore 4th April, was received, via Brindisi, on the 4th inst., and the heavy port will reach Southampton, per P. & O. steamer *Pekin*, on the 11th inst. The French mail via Marseilles, with a week's letter dates, as tabulated above, came in on the 8th inst. No later Japan advices via San Francisco have reached London.

The Voyage Round the World, which has been announced for some time to start in a steamer, under command of Lieut. Biard, of the French Navy, from Marseilles, has nearly completed her number of passengers, and will proceed on the 8th June. At the request of the Netherlands Government, it has been arranged to place at the disposal of the Dutch Arctic Expedition a number of the Instruments which were used on board H.M.S. *Challenger* in her deep-sea exploratory expedition.

The total of the China Famine Relief Fund is now £16,700, exclusive of the sums collected by Missionary Societies, &c. From New York a report has been received that three wooden steamers belonging to the New York and Havre Steamship Company, and the *Great Republic*, the *City of Tokio*, and the *Japon*, belonging to the Pacific Mail Steamship Company, had been sold to Russia.

A telegram from New York states that the steamer *Great Republic*, the sale of which to Russia has been announced, is an old and unworthy vessel, used as a receiving hulk.

Continued easterly winds have prevented vessels from arriving at Hamburg and as at the same time those ready for sailing have hurried on as much as possible to take advantage of the fair wind, our harbour at present is quite empty, most of the traffic being carried on by steamer. Of arrivals from the Far East I have to report *Galatia*, s.s., Bremen, from China; *Piccola*, Graciosa, from Hong Kong. No departures to the east are recorded. The vessels on, for Singapore, Hong Kong, and Nagasaki, are *Macaulay*, Monkman, and *Nagara* (on barque), Paulsen, both for Hong Kong; and *H. Uymann*, Weber, for Shanghai. Freight for the east is slightly higher, but rates are still low.

We understand that His Excellency Samohime, the Japanese Minister in Paris, who lately arrived from Japan with special authority to negotiate with the Treaty Powers for a revision of the Treaty, will shortly discuss the matter with Mr. Waddington, the Minister of Foreign Affairs.

The P. & O. steamer *Kaiser-i-Hind*, of 4,200 tons and 700-horse power (the largest and most powerful vessel of their fleet), was launched from Messrs. Laird and Co.'s yard at Greenock on the 4th inst. She is expected to be ready in about two months.

The following ships belonging to the German squadron of evolution have been placed in commission—namely, the *Kent*, *Wilhelm*, *Der Grosse Kurfurst*, and the despatch boat *Falk*, at Wilhelmshafen, and the *Friedrich der Grosse* and the *Preussen* at Kiel. The squadron will not meet until the end of the month, when the place of rendezvous will probably be Wilhelmshafen.

At the request of the British Government, and in the interest of the telegraphic communication between England and Australia, the Dutch Government has resolved to introduce a night service on the international telegraph line which runs through Java.

The *Kohinoor* Zeitung produced in its issue of the 1st of May an account of the disorders that took place in the country of the Matsukis (Sumatra). It seems that they must be ascribed to German missionaries, who endeavoured unsuccessfully to establish two new mission stations. The correspondent demonstrates the necessity that the Dutch Government should annex these districts of Sumatra.

Considerable sales have been made at the China and Japan Courts at the Paris Exhibition. The Princess Mathilde bought a Ningpo bedstead from Wang for £1,000. The Dutch mail steamer *Overyssel*, built by Messrs. Raylton Dixon and Co., of Middlesbrough, for the Rotterdam Lloyd's Line between Holland and Batavia, has made her official trial trip at sea, the result being in every way satisfactory, a mean speed of twelve knots per hour being obtained, although a strong sea was running. The *Overyssel* is 315 feet extreme length, 36½ feet beam, and cabin for about forty first-class passengers, 400 second class, the top of the house forming promenade deck for passengers 90 feet long. Second class cabins are at the forepart of the vessel, and the between decks are arranged for the troops. The engines of 220-horse power nominal.

An iron sailing ship has been launched from the building-yard of Messrs. Richardson, Duck and Co., South Stockton, of the following dimensions, viz.—Length over 251 feet 3 inches, length between perpendiculars 232 feet 3 inches, breadth (extreme) 37 feet 9 inches, depth 22 feet 7 inches, gross tonnage N.M. 1,444. She is classed 100 A at Lloyd's, and 20 years in the Liverpool Registry, and is considerably stronger than any of the order of Messrs. Thompson, Anderson and Co., of Liverpool, and is intended for the India and China trade. She has been named the *Sierra Leone*.

In December a singular accident happened in the Thames. During a fog the Chinese screw steamer *Fuei Yama* was coming up the river, when, in consequence of some deficiency in her machinery, she turned and proceeded stern foremost. The fog concealed the real nature of her movements from the *Moine* coming up behind, which became impaled on the *Fuei Yama*'s bow. While both injured vessels were hastening to the shore the *Seyn*, attempting to pass inside them, was struck by the *Moine*. The Admiralty Court has decided that the *Fuei Yama* was responsible for all the mishaps.

In the House of Commons—Mr. Buntick called attention to the fact that between the Post-office and the P. & O. Company, under which the company were fined for the non-delivery of the mails at the contract dates, without any allowance for fog or bad weather, and moved that such a contract led to great and unjustifiable risks by inducing and compelling masters of mail packets to neglect necessary precautions in bad weather, and that the endangers life and property, and that the give-and-take system ought to be adhered to. Mr. Onslow differed from Mr. Buntick's view of the contract conditions and

the effect he ascribed to them. None of the company's ships had been lost from that cause, and he denied that life and property were endangered. Lord J. Mansfield also contended that no undue risk was incurred, that there had been no injurious results, and that no case existed for a change. Sir G. Elliot concurred with the noble Lord, and suggested that the speed of the P. & O. ships might with advantage be increased. The motion of Mr. Buntick was negatived.

HOBART PASHA ON THE SITUATION.

To the Editor of the *Times*.—Sir, I find in the greatest satisfaction that I find on my arrival in England that, as regards the Eastern Question, "the bubble has burst," and that my countrymen, who have been hoodwinked and humbugged for more than a year, have at last opened their eyes and their understandings, seeing, and, I trust, feeling with strong resentment, how grossly they have been deceived. When a year ago I took the liberty of stating through your columns my disbelief in the professions of humanity made by the Muscovites in regard to his intended dealings with the Turk; when I ventured to throw doubt on the word of certain high personages, and stated my firm conviction that aggression and self-aggrandisement were the sole objects of the war, my words were severely criticised and unworthy motives imputed to me. "Wait," said my opponents, "wait until you see what comes to pass; time will show whether it be, as you say, that the only object of the Russians is to put into execution the will of Peter the Great and to realize the dream of Catherine, or, as we say, to not the self-sacrificing, philanthropic part of supporting the cause of humanity and Christianity." Well, Sir, we all have waited, and many of us have seen, and now we all know, that hundreds of thousands of innocent persons have perished; that vast tracts of the most lovely country in Europe have been devastated and ruined; that hatreds that will last for generations and follow everywhere in the human convulsion's track. And when we recall the gains by all these horrors, the most sanguine admirer of the Russian, "No! nothing is the cause of humanity, nothing in the cause of religion," for, in fact, the last state of the conquered provinces is, indeed, worse than a byword for horror and shame, and I fear much that the poor, homeless, wretched people who inhabited Bulgaria before the war are inclined to curse religion and die rather than to hope for its consolations. If your readers could have seen, as I have done, tens of thousands of poor, ruined, homeless wretches crawling slowly in the front and snow from their villages in the mountains towards the sea coast, mothers killing their children to save them from starvation, hundreds dropping dead on the roadside, struck down by every sort of disease, closely followed by ruthless Ussaks and revengeful Bulgarians, bent on carrying out the "bag and baggage" advice given to them by a great man in an enlightened nation like England,—I say that if any of my countrymen could have seen such things, instead of listening to well-worn tales of imaginary horrors, they would have formed strange notions of the modern provinces of Turkey to rights. I am now that the invader has succeeded beyond his most sanguine anticipations, now that all is plain sailing for his humanitarian ideas to be put into execution, what does he do? The eleven foot of the grasping conqueror begins to peep out. The Treaty of San Stefano Russia asks for what is tantamount to the vassalage of the whole Turkish empire, and this in a way so cunningly devised that were it not that people's eyes are opened to his game, the deceit might have passed unnoticed.

By the Treaty of San Stefano an indemnity is asked on a large scale that Russia must know that Turkey can never pay it. "Oh," says she to her victim, "never mind; we will ask you every year for a little money; (just enough to prevent the bondholders from receiving a farthing), and the rest you can pay—least, if you do not we can pay ourselves—by a slice of Armenia or Asia Minor, of which we already hold the key." One word as to this indemnity. I should like to ask on what ground or on what precedent it is asked for. Did Turkey invite the war, and slip to party having been knocked down and jumped upon, so that she be allowed not, indeed, to get up again, but to remain quivering on the ground in the chains of her conqueror! On the shameful way in which poor, gallant, little Roumania has been treated I will not dwell, except to call attention to the value of a Sovereign's word of honour; nor, indeed, will I dwell longer on the Treaty of San Stefano. I feel that it cannot and will not hold water. Only those who wish Russia to be the arbiter of the entire Eastern world can hope for its realization. Although the feeling of jealousy caused by the chivalrous stand made by England will peep out here and there among foreign Governments, who have had the habit of late years rather to pool power than to stand alone, all in their England and England's might, all in their innermost hearts must rejoice to see the Götis (let me hope chequered) given to the Götis and Vandals of the present age. Sir, I am not one of those who advocate war. I have seen enough of it to make me shrink from its horrors; moreover, I have a strong belief that if England is firm she will carry her point without war. All I think that England has a right to insist upon is that treaties should, at all events, be respected as being somewhat of a put to such outrageous mockeries of pretended action in the name of humanity and religion as we have lately witnessed, and that the wholesale robbery of empires under such a guise should be put a stop to. Let people preach as they like, the fact remains that Russia wants Turkey, not only Bulgaria, but all Turkey, and she means to have it if England does not stop her. One more statement I would make with the greatest confidence, which is that so long as England keeps her influence, which she has fairly earned, over the Mussulman races, so long she may laugh at Russia; and that influence is to be maintained, as it was acquired, by honesty of action and fair dealing. Let her once lose that influence, then England may look out for herself—she has not too many friends she can rely upon. Your obedient servant,

HOBART PASHA.

London, Apr. 30.

P.S.—I cannot but think that those agitators who are now endeavouring to excite the feelings of the people of England to oppose the dignified, patriotic action of Lord Beaconsfield and his colleagues are

doing more to bring on war than they are aware of. England should stand aloof, show a united front. I am told that similar conduct in 1854 caused the Crimean war. Tremendous interests are at stake. I am one of those who think that England's very existence as a great nation is at stake. Let all England, then, pull together, and the noble Lord, and suggested that the speed of the P. & O. ships might with advantage be increased. The motion of Mr. Buntick was negatived. The motion of Mr. Buntick was negatived.

COMMERCIAL.

June 14. Though the market for Bengal Opium has not been characterised by any animation, the rates for both descriptions have largely advanced since the dispatch of last mail. The rate for Patna touched \$615 and that for Benares \$585, but soon after the prices receded, in the absence of any tangible grounds for the advance. At the advancing rates buyers operated cautiously, and but a small business has been done in Benares. The future course of the market will much depend upon the attitude of the holders after the close of business for the direct steamers. The present quotations are \$602½ for Patna, and \$575 for Benares.

The receipts for the month, so far, aggregate 9,243 chests, against 7,735 chests to the corresponding date last year. During the interval under notice some 700 chests have been taken by the local consumers, against 1,100 chests at the corresponding period last year. This, with the exportations, leaves the available supply computed at 8,600 chests, against 2,600 chests same time last year. Of this last quantity 400 were Benares, of which kind the present stock comprises 1,000 chests.

Messrs. HEINEMANN & Co's Freight Circular for the Mail Saturday, 16th June, says:—The business transacted in the market during the past fortnight has been principally homebards, only a few settlements having been effected coastwise. Freight generally continues to rule low.

Homebards, there has been a fair demand both from this Port and the Philippines, but the rates mentioned below show no improvement, and as tonnage is plentiful, and inquiry very uncertain higher freight can hardly be expected for the present, especially as steamers are taking unusually low rates considering the earliness of the season.

Coastwise, hardly anything is doing for either steamers or sailing vessels. There is little inquiry for the Northern ports, and a good crop of native rice being anticipated, hardly any charters are offering from the Southern Rice Ports. Some demand exists for small vessels for the Colonies from Foochow, but freight paid are low, owing to the dulness of the coasting trade.

The British ship *Sir Harry Parkes*, 818 tons, has taken the berth for London, and the American bark *Belle of Oregon*, 1,188 tons, for Portland, Oregon. The German bark *Amis*, 331 tons, left for Amoy to load for Sourabaya.

The following vessels left "seeking"—the German bark *Carl Ritter*, 538 tons, and the American ship *Borneo*, 738 tons, for Guam, the French bark *Genetrix*, 639 tons, and the German schooner *Amis*, 331 tons, for Bangkok; the German bark *Amis*, 331 tons, for Chetoo, and the American ship *North Star*, 1,374 tons, for San Francisco.

Disengaged tonnage in port amounts to 46 vessels, registering 28,879 tons, steamers not included.

The following are the settlements:—British ship *Nyassa*, 792, to London, private.

British steamer *Sestos*, 754, Shanghai and Foochow to London, 42 per ton of 40 ft.

German barque *Gustav*, 656, Iloilo to Channel for orders to discharge in a Port in United Kingdom, £2 2s. 6d. per ton of 20 cwt.

Italian barque *Francisco*, 767, Cebu to Channel for orders to discharge in a Port in United Kingdom, £2 2s. 6d. per ton of 20 cwt.

American ship *F. B. Fay*, 789, Iloilo to New York, \$54 gold per ton of 20 cwt.

German barque *Sedan*, 834, Manila to London or Liverpool or New York, private.

German barque *Carlsmith* & *Ida*, 498, Iloilo to Sydney, £1 10s. 0d. per ton of 20 cwt., or Cebu to Melbourne, £1 12s. 6d. per ton of 20 cwt.

German 3-masted schooner *Bonita*, 871, Foochow to Adelaide, £275 in full.

British 3-masted schooner *Countess of Errol*, 218, Foochow to Dunedin, £200 in full.

American barque *Nayainik*, 724, to San Francisco, private.

American barque *Wealthy Pendleton*, 809, Nagasaki to Yokohama, \$2 per ton of 20 cwt.

Norwegian barque *Henrik Ibsen*, 271, Nagasaki to Tientsin, \$4.25 per ton of 20 cwt.

British barque *Victory*, 255, Nagasaki to Tientsin, \$4.25 per ton of 20 cwt.

German schooner *Japan*, 270, Whampoa to Tientsin and back to Hongkong via Newchwang, 47½ cents per picul, 35 day days.

Danish barque *Korner*, 317, Whampoa to Tientsin and back per picul, 35 day days.

British barque *Roderick Hay*, 290, to Chetoo and Newchwang and back to Hongkong, 27½ cents per picul, 30 day days.

British barque *Netherborn*, 251, to Sooloo, \$1.80 in full, 27 day days.

German brig *Hermann*, 210, to Sooloo and back, \$2.00 in full, 25 day days.

German barque *Hansa*, 499, to Tonton and back, \$2.80 in full, 30 day days.

German barque *Angostura*, 418, Bangkok to Hongkong (inside the Bar), 24 cents per picul, (outside the Bar), 19 cents per picul, 25 day days.

British steamer *Maharajah*, 394, Newchwang to Swatow, 18 cents per picul, 24 day days.

German steamer *Quinta*, 374, to Saigon and back, 20 cents per picul.

British steamer *Karo*, 978, Saigon to Hongkong, 18 cents per picul.

British steamer *Cherbourg*, 786, Saigon to Hongkong, 18 cents per picul.

British steamer *Benild*, 998, to Singapore and Penang, \$4.00 in full.

British steamer *Panado*, 682, Monthly Charter, 3 or 4 months, private.

Messrs. DRAGON & Co's Canton Market Report, dated Canton, 13th June, says:—A moderate demand prevailed in our tea market during the first week of the fortnight, but lately settlements have been small.

Chinese—Green tea—Kissa have been rather better value, but other grades are without material alteration; our stock comprises very little good and fine tea.

Costed Teas.—A fair enquiry existed for Capers in the early part of the period under review, and settlements of common and medium kinds were made on easier terms, medium having been asked to make some tea on the occasion of a second flower then cheaper price of a second flower then current; during the past week however the supply of flower has become exceedingly limited, and business has consequently been restricted, transactions having been on a very limited scale. Fine and finest teas have maintained their former value as the quantity offering is still very small.

Settlements in Pekoes have been almost entirely confined to "short leaf" kinds, and these have been taken at prices given below; "long leaf" kinds have been in little or no enquiry, and the bulk of the business done in these teas has been in execution of orders for the Colonies.

Canton Greens.—A few parcels have been packed for the Australian market.

The following is a summary of the fortnight's business:—Canton, 12,200 boxes at Tls. 13 a 24 per picul; Scented Capers, 22,000 boxes at Tls. 13 a 20 per picul; Scented Orange Pekoe, 2,300 boxes at Tls. 13 a 15 per picul.

Export of the various descriptions of Teas shipped from Canton Waters (Hongkong, Canton and Macao) to Great Britain to date:—June 1, S. S. *Lombardy*, Congou 131,720 lbs., S. Caper 368,293 lbs., S. O. Pekoe 105,579 lbs., total 655,592 lbs.; 3, S. S. *Andisess*, Congou 347,163 lbs., S. Caper 129,903 lbs., S. O. Pekoe 67,589 lbs., total 544,655 lbs.—Making, with previous shipments, a total for the season of 4,868,409 lbs.; against for season 3,710,528 1877-78.

SILK.—At the date of our last issue considerable contracts had been entered into but were not then patent. Total settlements of New Silk are computed at about 1,400 bales, while actual transactions on the market in the past two weeks are 600 bales. Prices have continued to advance, and No. 4 Tasles has changed hands at \$880 per picul; there are, however, symptoms of a slight decline, and unless buyers is continued Chinese are said to have taken 600 to 600 bales for native consumption, and that, with settlements as above, and stock now in Canton, accounts for the greater part of the first crop. It appears that the previous estimate of second yield was an exaggerated one, and only 3,500 to 4,000 bales are now looked for. The natives report that the quality is inferior to that of previous crops, but they are, we think, premature in expressing this opinion. Samples are likely to be forthcoming in about a week hence.

Long reals.—Settlements are 80 piculs of the usual sorts taken by Parsees.

Reals have been in fair request, and 500 boxes (comprising all grades of Cumchuck and Lucklow thread) have been booked. Cote-ong-own has not been dealt in.

Stock is estimated at 300 to 400 bales Tasles, 50 bales Kowloon, 60 bales Cumchuck and Lucklow, and 20 bales of inferior descriptions.

Waste.—800 to 400 bales have been settled under contract.

Underneath are prices asked by dealers to-day.

We hear that the Shanghai market was opened on the 7th instant by purchases on a basis of Tasles 430 per picul for "Blue Elephant" chop.

Export of Silk.—Export to date:—To London, 412 bales; to Continent, 303 bales; to America, —boxes; to Bombay, 184 piculs;—total, 712 bales, —boxes, and 184 piculs. Of Waste, 200 bales for Europe.

QUOTATIONS. \$480 Tasles,.....Curio, \$440 ".....No. 1, \$440 ".....No. 2, \$430 ".....No. 3, \$430 ".....No. 4, \$430 ".....No. 5, \$430 ".....No. 6, \$430 ".....No. 7, \$430 ".....No. 8, \$430 ".....No. 9, \$430 ".....No. 10, \$430 ".....No. 11, \$430 ".....No. 12, \$430 ".....No. 13, \$430 ".....No. 14, \$430 ".....No. 15, \$430 ".....No. 16, \$430 ".....No. 17, \$430 ".....No. 18, \$430 ".....No. 19, \$430 ".....No. 20, \$430 ".....No. 21, \$430 ".....No. 22, \$430 ".....No. 23, \$430 ".....No. 24, \$430 ".....No. 25, \$430 ".....No. 26, \$430 ".....No. 27, \$430 ".....No. 28, \$430 ".....No. 29, \$430 ".....No. 30, \$430 ".....No. 31, \$430 ".....No. 32, \$430 ".....No. 33, \$430 ".....No. 34, \$430 ".....No. 35, \$430 ".....No. 36, \$430 ".....No. 37, \$430 ".....No. 38, \$430 ".....No. 39, \$430 ".....No. 40, \$430 ".....No. 41, \$430 ".....No. 42, \$430 ".....No. 43, \$430 ".....No. 44, \$430 ".....No. 45, \$430 ".....No. 46, \$430 ".....No. 47, \$430 ".....No. 48, \$430 ".....No. 49, \$430 ".....No. 50, \$430 ".....No. 51, \$430 ".....No. 52, \$430 ".....No. 53, \$430 ".....No. 54, \$430 ".....No. 55, \$430 ".....No. 56, \$430 ".....No. 57, \$430 ".....No. 58, \$430 ".....No. 59, \$430 ".....No. 60, \$430 ".....No. 61, \$430 ".....No. 62, \$430 ".....No. 63, \$430 ".....No. 64, \$430 ".....No. 65, \$430 ".....No. 66, \$430 ".....No. 67, \$430 ".....No. 68, \$430 ".....No. 69, \$430 ".....No. 70, \$430 ".....No. 71, \$430 ".....No. 72, \$430 ".....No. 73, \$430 ".....No. 74, \$430 ".....No. 75, \$430 ".....No. 76, \$430 ".....No. 77, \$430 ".....No. 78, \$430 ".....No. 79, \$430 ".....No. 80, \$430 ".....No. 81, \$430 ".....No. 82, \$430 ".....No. 83, \$430 ".....No. 84, \$430 ".....No. 85, \$430 ".....No. 86, \$430 ".....No. 87, \$430 ".....No. 88, \$430 ".....No. 89, \$430 ".....No. 90, \$430 ".....No. 91, \$430 ".....No. 92, \$430 ".....No. 93, \$430 ".....No. 94, \$430 ".....No. 95, \$430 ".....No. 96, \$430 ".....No. 97, \$430 ".....No. 98, \$430 ".....No. 99, \$430 ".....No. 100, \$430 ".....No. 101, \$430 ".....No. 102, \$430 ".....No. 103, \$430 ".....No. 104, \$430 ".....No. 105, \$430 ".....No. 106, \$430 ".....No. 107, \$430 ".....No. 108, \$430 ".....No. 109, \$430 ".....No. 110, \$430 ".....No. 111, \$430 ".....No. 112, \$430 ".....No. 113, \$430 ".....No. 114, \$430 ".....No. 115, \$430 ".....No. 116, \$430 ".....No. 117, \$430 ".....No. 118, \$430 ".....No. 119, \$430 ".....No. 120, \$430 ".....No. 121, \$430 ".....No. 122, \$430 ".....No. 123, \$430 ".....No. 124, \$430 ".....No. 125, \$430 ".....No. 126, \$430 ".....No. 127, \$430 ".....No. 128, \$430 ".....No. 129, \$430 ".....No. 130, \$430 ".....No. 131, \$430 ".....No. 132, \$430 ".....No. 133, \$4

Mails.



STEAM FOR
Singapore, Penang, Point de Galle,
Aden, Suez, Malta, Brindisi,
Ancona, Venice, Mediterranean
Ports, Southampton,
and London direct,
Also,
Bombay, Madras, and Calcutta.

THE PENINSULAR AND ORIENTAL STEAM
NAVIGATION COMPANY'S Steamship
"THIBET," Captain J. H. TORRICE, will
leave this on SATURDAY, the 15th June,
at Noon.

For further Particulars, apply to
A. LIND, Superintendent.
Hongkong, June 3, 1878. j615

NOTICE.

COMPAGNIE DES MESSEGERIES
MARITIMES.
PAQUEBOTS POSTE FRANCAIS.

STEAM FOR
SAIGON, SINGAPORE, BATAVIA,
POINT DE GALLE,
ADEN, SUEZ, ISMAILIA, PORT
SAID, NAPLES, AND
MARSEILLES;
Also,
PONDICHERY, MADRAS, CAL-
CUTTA AND BOMBAY.

ON SATURDAY, the 22nd June,
1878, at Noon, the Company's S. S.
"FANTSE," Commandant RAPEL, with
MAILS, PASSENGERS, SPECIE, and
CARGO, will leave this Port for the
above places.

Cargo and Specie will be registered for
London as well as for Marseilles, and ac-
cepted in transit through Marseilles for
the principal places of Europe.

Shipping Orders will be granted till Noon.
Cargo will be received on board until
4 p.m., Specie and Passengers until 3 p.m.
on the 21st June, 1878. (Passengers are
not to be sent on board; they must be left
at the Agency's Office.)

Contents and value of Packages are re-
quired.
For further particulars, apply at the
Company's Office. H. DU POUEY,
Agent. j622

Hongkong, June 10, 1878.

U. S. MAIL LINE.

PACIFIC MAIL STEAMSHIP
COMPANY.

THROUGH TO NEW YORK, VIA
OVERLAND RAILWAYS, AND THROUGH
AT YOKOHAMA, AND SINGAPORE.

THE U. S. Mail Steamer "CITY OF
TOKYO" will be despatched for San
Francisco, via Yokohama, on SATURDAY,
the 22nd instant, at 1 o'clock p.m., taking
Passengers, and Freight, for Japan, the
United States, and Europe.

Through Bills of Lading issued for trans-
portation to Yokohama and other Japan
Ports, to San Francisco, to Atlantic and
Inland Cities of the United States via Over-
land-Railways, to Havana, Trinidad, and
Demerara, and to ports in Mexico, Central
and South America by the Company's and
consigning Steamers.

Through Passage Tickets granted to
England, France, and Germany by all
trans-Atlantic lines of Steamers.

A REDUCTION OF TWENTY PER
CENT on regular rates is granted to
OFFICERS OF THE ARMY AND NAVY,
and MEMBERS OF THE CIVIL
and CONSULAR SERVICES IN COM-
MISSION.

Freight will be received on board until
4 p.m., of 21st instant. Parcel Packages
will be received at the office until 3 p.m.
same day; all Parcel Packages should be
marked to address in full; value of same
is required.

Consular Invoices to accompany Overland
Cargo should be sent to the Company's
Offices in Sealed Envelopes, addressed to the
Collector of Customs at San Francisco.

For further information as to Passage
and Freight, apply to the Agency of the
Company, No. 9, Praya Central.
RUSSELL & Co., Agents.
Hongkong, June 11, 1878. j622

Occidental & Oriental Steam-
Ship Company.

TAKING THROUGH CARGO AND
PASSENGERS FOR THE UNITED
STATES AND EUROPE,
IN CONNECTION WITH THE
CENTRAL
AND
UNION PACIFIC AND CONNECTING
RAILROAD COMPANIES

AND
ATLANTIC STEAMERS.

THE S. S. "GALLIC" will be de-
spatched for San Francisco via Yoko-
hama, on or about MONDAY, the 1st July,
at 3 p.m., taking Cargo and Passengers for
Japan, the United States and Europe.

Connection is made at Yokohama, with
Steamers from Shanghai.

Freight will be received on Board until
4 p.m. of the 30th June. PARCEL
PACKAGES will be received at the Office
until 5 p.m. same day; all Parcel Packages
should be marked to address in full; value
of same is required.

A Reduction is made on Return Pas-
sage Tickets.

SPECIAL REDUCTIONS granted to
Officers of the Army and Navy and to
Members of the Civil and Consular
Services.

For further information as to Freight
or Passage, apply to the Agency of the
Company, No. 9, Praya Central.
G. B. EMERY, Agent.
Hongkong, May 29, 1878. j617

Intimations.

Volume Sixth of the
"CHINA REVIEW."

Now Ready.

No. V.—Vol. VI.

OF THE
"CHINA REVIEW"

CONTAINS—

Bibliography of the Chinese Imperial Col-
lections of Literature.

Imperial Confucianism.

The Tang Kou Chi.

Geographical Notes on the Province of
Kiangsi.

Chinese Moral Sayings Compared with
Those of the Greek Tragedians.

Translations of Chinese school-books.

Short Notices of New Books and Literary
Intelligence.

Notes and Queries—
Portuguese from Macao in Peking
in the first quarter of the 17th
Century.

Grimm's Laws in Chinese.

Primer of English for Chinese.

Chinese Obscene Enamel.

The Chinese Silver Coinage of Tibet.

Use of Bricks.

Opium Eating in China.

The Tai Tribes of Yunnan.

Books Wanted, Exchanges, &c.

China Mail Office,
Hongkong, May 13, 1878.

THE CHINESE MAIL.

TERMS OF ADVERTISING IN THE
Chinese Mail.

TWO cents a character for the first 100
characters, and one cent a character
beyond the first 100, for first insertion, and
half price for repetitions during the first
week. Subsequent weeks' insertions will
be charged only one half the amount of the
first week's charge. Advertisements for
half a year and longer will be allowed a
deduction of 25 per cent on the total amount,
and contracts for more favourable terms
can be made.

Efforts have been made to establish
Agents for circulating the Chinese Mail in all
the ports and in the interior of China, all
the ports in Japan, in Saigon, Singapore,
Penang, Calcutta, Batavia, Manila, the
Philippines, Australia, San Francisco, Peru
and other places which Chinese frequent.
When the list of Agents is completed,
it will be published. Agents have been
already established in most of the above
places, and in important ports more than
one agent has been appointed at each.

Hongkong, February 23, 1874.

INSURANCE.

THE SCOTTISH IMPERIAL INSUR-
ANCE COMPANY.

THE Undersigned having been appointed
AGENT in Hongkong for the above-
named Company, is prepared to grant
POLICIES against FIRE on Buildings and
on Goods to the extent of £10,000, at the
usual Rates, subject to an immediate Dis-
count of 20 per cent.

Attention is invited to a considerable
reduction in Premium for Life Insurance in
China.

J. Y. VERNON SHAW.
Hongkong, June 1, 1878.

THE CHINA FIRE INSURANCE
COMPANY, LIMITED.

HEAD OFFICE—HONGKONG.

AGENCIES at all the Treaty Ports of
China and Japan, and at Singapore,
Said and Penang.

Risks accepted, and Policies of Insurance
granted at the rates of Premium current at
the above mentioned Ports.

NO CHARGE FOR POLICY FEES.
JAS. B. COUGHRAN,
Secretary.
Hongkong, November 1, 1871.

LANCASHIRE INSURANCE
COMPANY.

(FIRE AND LIFE.)

CAPITAL—TWO MILLIONS STERLING.

THE Undersigned are prepared to grant
POLICIES against the Risk of FIRE on
Buildings or on Goods stored therein, on
Goods on board Vessels and on Hulls of
Vessels in Harbour, at the usual Terms
and Conditions.

Proposals for Life Insurances will be re-
ceived, and transmitted to the Directors
for their decision.

If required, protection will be granted on
first class Lives up to £1000 on a Single
Life.

For Rates of Premiums, forms of pro-
posals or any other information, apply to
ARNOLD, KARBURG & Co.
Agents Hongkong & Canton.

Hongkong, January 4, 1867.

QUEEN FIRE INSURANCE
COMPANY.

THE Undersigned are prepared to grant
POLICIES against FIRE to the extent of
£45,000 on Buildings, or on Goods stored
therein, at current local rates, subject to a
Discount of 50% on the Premium.

NORTON & Co.,
Agents.
Hongkong, January 1, 1874.

Insurances.

YANGTSE INSURANCE ASSO-
CIATION.

CAPITAL—Fully Paid-up.....Tls. 420,000.
PERMANENT RESERVE....." 220,000.
SPECIAL RESERVE FUND....." 104,000.
Total Capital and accumula-
tions this date.....Tls. 754,000.

Directors:

F. B. FORBES, Esq., Chairman.
M. P. EVANS, Esq., C. LUCAS, Esq.,
Q. KREBS, Esq., W. L. MEYER, Esq.

Secretaries:

Messrs. RUSSELL & Co., Shanghai.
Messrs. BARRING BROTHERS & Co.
Agents in:
HONGKONG, LONDON, SAN FRANCISCO, and
the Principal Ports in the East.

POLICIES granted on Marine Risks to
all parts of the World, at current
rates.
Subject to a charge of 12% for interest
on Shareholders' Capital. ALL THE PROFITS
OF THE UNDERWRITING BUSINESS will be
annually distributed among all Contribu-
tors of Business in proportion to the
premium paid by them.

RUSSELL & Co.,
Agents.

Hongkong, May 10, 1878. ool

CHINESE INSURANCE COMPANY.
(LIMITED.)

NOTICE.

POLICIES granted at current rates on
Marine Risks to all parts of the World.
In accordance with the Company's Articles
of Association, Two Thirds of the Profits
are distributed annually to Contributors,
whether Shareholders or not, in proportion
to the net amount of Premiums contributed
by each, the remaining third being carried
to Reserve Fund.

OLYMPIC & Co.,
General Agents.

Hongkong, April 17, 1878.

ROYAL INSURANCE COMPANY.

THE Undersigned, Agents for the above
Company, are prepared to grant In-
surances at current rates.

MELOERS & Co.,
Agents, Royal Insurance Company.
Hongkong, October 27, 1874.

NORTH BRITISH & MERCANTILE
INSURANCE COMPANY.

Incorporated by Royal Charter and
Special Acts of Parliament.

ESTABLISHED 1800.
CAPITAL £2,000,000.

THE Undersigned, Agents at Hongkong
for the above Company, are prepared to
grant Policies against FIRE, to the
extent of £10,000 on any Building, or
on Merchandise in the same, at the
usual Rates, subject to a discount of 20
per cent.

GILMAN & Co.,
Agents.

Hongkong, July 6, 1878.

SHEONG ON FIRE INSURANCE
COMPANY, LIMITED.

CAPITAL ONE MILLION DOLLARS.

Directors.
KWOK ACHONG, Merchant.
PANG YIM, Merchant.
HO SAM, of Ho Yik Chan, Merchant.
LEE YIM, of the Yee On Hong, Merchant.
LEE SING, of Lai Hing Firm, Merchant.
CHANG SING YONG, Merchant.
CHOW CHAN, Merchant.

Manager—HO AMEL.

POLICIES against FIRE granted on
Buildings and on Goods stored
therein at CURRENT RATES, subject to
Discount of 20% on the Premium.

OFFICE, Nos. 8 and 9, Praya West,
Hongkong, August 23, 1877. an23

THE LONDON ASSURANCE
COMPANY.

INCORPORATED BY ROYAL CHARTER
of
His Majesty King George the Third,
A. D. 1720.

THE Undersigned having been appointed
Agents for the above Corporation are
prepared to grant Insurances as follows—

Marine Department.
Policies at current rates payable either
here, in London, or at the principal Ports
of India, China and Australia.

Fire Department.
Policies issued for long or short periods at
current rates. A discount of 20% allowed.

Life Department.
Policies issued for sums not exceeding
£5,000 at reduced rates.

HOLLIDAY, WISE & Co.
Hongkong, July 23, 1872.

MANCHESTER FIRE ASSURANCE
COMPANY OF MANCHESTER
AND LONDON.

THE Undersigned have been appointed
Agents for the above Company at
Hongkong, Canton, Pootung, Shanghai
and Hankow, and are prepared to grant
Insurances at current rates.

HOLLIDAY, WISE & Co.
Hongkong, October 14, 1866.

Merchant Vessels in Hongkong Harbour.

Exclusive of late Arrivals and Departures reported to-day.

Vessel's Name	Anchor- age	Flag	Class	Tonn.	Guns.	H. P.	Date of Arrival	Commander
Charybdis	6 o	British	corvette	1808	17	400	June 8	C. F. Rotham
Hart	6 h	British	gun vessel	464	4	120	May 16	R. Evans
Meeanee	6 k	British	military hospital	2591	...	...	...	...
Ranger	6 o	U. S.	gun vessel	541	5	900	June 10	H. D. Manley
Swinger	6 k	British	gun vessel	403	2	60	May 13	O. P. Tudor
Victor Emanuel	6 e	British	Commodore's flagship	3087	20	...	May 14	Commodore Watson
Vigilant	6 e	British	despatch vessel	856	2	250	...	...

Vessel's Name	Anchor- age	Flag	Class	Tonn.	Guns.	H. P.	Date of Arrival	Commander
Baifak
Hao-san
Hiroshima Maru
Kiang-foo
Kiang-plai
Kiang-wai
Kiang-yueh
Lily
Menciate
Orestes
Packong
Patrolia
Shadard
Ta-yue-fung
Thibet
Tung-sha
Tsun-ye
Yung-ye

Vessel's Name	Anchor- age	Flag	Class	Tonn.	Guns.	H. P.	Date of Arrival	Commander
Black Prince
Onba
E. M. Young
Georgina
Otto
Peri
Willie

Vessel's Name	Anchor- age	Flag	Class	Tonn.	Guns.	H. P.	Date of Arrival	Commander
Ling Feng

Men-of-war in Hongkong Harbour.

Vessel's Name	Anchor- age	Flag	Class	Tonn.	Guns.	H. P.	Date of Arrival	Commander
Charybdis	6 o	British	corvette	1808	17	400	June 8	C. F. Rotham
Hart	6 h	British	gun vessel	464	4	120	May 16	R. Evans
Meeanee	6 k	British	military hospital	2591	...	...	...	...
Ranger	6 o	U. S.	gun vessel	541	5	900	June 10	H. D. Manley
Swinger	6 k	British	gun vessel	403	2	60	May 13	O. P. Tudor
Victor Emanuel	6 e	British	Commodore's flagship	3087	20	...	May 14	Commodore Watson
Vigilant	6 e	British	despatch vessel	856	2	250	...	...

FOOCHOW SHIPPING IN PORT.

June 8, 1878.

MERCHANT STEAMERS.

Brisbane for Sydney

Cyphrenes for London

Douglas for Hongkong

Egeria for London & Hamburg

Glenroy for London

Historian for London

Holland for London

Oxfordshire for London

State of Alabama for London

SHIPPING IN SHANGHAI HARBOUR.

June 8, 1878.

MERCHANT STEAMERS.

Baifak

Hao-san

Hiroshima Maru

Kiang-foo

Kiang-plai

Kiang-wai

Kiang-yueh

Lily

Menciate

SAILING VESSELS.

June 8, 1878.

MERCHANT STEAMERS.

Chihaya Maru

Commerce

Forward Ho!

Hattie N. Bangs

Joyce Phillips

J. R. Worcester

Meridian

Pacific Slope

Pinto